OHIO PUBLIC WORKS COMMISSION

77 South High Street, Room 1629
Columbus, Ohio 43266-0303
(614) 466-0880

CT204

APPLICATION FOR FINANCIAL ASSISTANCE

NOTE: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

APPLICANT NAME: Village of Woodlawn
STREET: 10141 Woodlawn Boulevard
CITY/ZIP: Cincinnati, Ohio 45215

PROJECT NAME: Springfield Pike (Route 4) Improvements
PROJECT TYPE: Roadway
TOTAL COST: $ 730,650.00

DISTRICT NUMBER: 2
COUNTY: Hamilton

PROJECT LOCATION ZIP CODE: 45215

This section to be completed by District Committee ONLY:

DISTRICT FUNDING RECOMMENDATION

AMOUNT OF REQUEST: $ 597,807.00

FUNDING SOURCE (Check Only One):

____	State Issue 2 District Allocation
X	State Issue 2 Small Government Funds
____	State Issue 2 Emergency Funds
____	Local Transportation Improvement Program

This section to be completed by OPWC ONLY:

OPWC PROJECT NUMBER: _____

OPWC FUNDING AMOUNT: $ _____

1.0 APPLICANT INFORMATION

1.1	CONTACT PERSON	Marc G. Bergman
	TITLE	Village Adminisrator
	STREET	Village of Woodlawn
		10141 Woodlawn Boulevard
	CITY/ZIP	Cincinnati, Ohio 45215
	PHONE	(513) 771 - 6130
	FAX	(513) 771 - 3066
1.2	CHIEF EXECUTIVE OFFICER	Lawyer Lawson
	TITLE	Mayor
	STREET	Village of Woodlawn
		10141 Woodlawn Boulevard
	CITY/ZIP	Woodlawn, Ohio 45215
	PHONE	(513) 771 - 6130
	FAX	(513) 771 - 3066
1.3	CHIEF FINANCIAL OFFICER	John Turner
	TITLE	Clerk/Treasurer
	STREET	Village of Woodlawn
		10141 Woodlawn Boulevard
	CITY/ZIP	Cincinnati, Ohio 45215
	PHONE	(513) 771 - 6130
	FAX	(513) 771 - 3066
1.4	PROJECT MGR	John L. Eisenmann, P.E., P.S.
	TITLE	Village Engineer
	STREET	CDS Associates, Inc.
		11120 Kenwood Road
	CITY/ZIP	Cincinnati, Ohio 45242
	PHONE	(513) 791 - 1700
	FAX	(513) 791 - 1936
1.5	DISTRICT LIAISON	William Brayshaw
	TITLE	Deputy County Engineer
	STREET	Hamilton County Engineer's Office
		Courthouse Annex , Room 800, 138 East Court St.
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) 632 - 8523
	FAX	(513) 723 - 9748

2.0 PROJECT SCHEDULE

		ESTIMATED START DATE	ESTIMATED COMPLETE DATE
2.1	ENGR. DESIGN	01 / 02 / 90	04 / 02 / 90
2.2	BID PROCESS	04 / 17 / 90	05 / 01 / 90
2.3	CONSTRUCTION	05 / 14 / 90	09 / 14 / 90

3.0 PROJECT INFORMATION

3.1 PROJECT NAME: Springfield Pike (State Route 4) Improvements

3.2 BRIEF PROJECT DESCRIPTION

A. SPECIFIC LOCATION:

Springfield Pike (S.R. 4) from the south corporation line to Grueninger Way in the Village of Woodlawn as shown on the attached map.

B. PROJECT COMPONENTS:

Rehabilitation of the existing roadway including: total curb replacement, rebuild storm sewer inlets and tops, clean storm sewer conduits, full depth base repair, asphalt pavement planing, crack sealing with AC-20, 1" asphalt concrete leveling course, full width pavement fabric, 1-1/2" 404 asphalt concrete surface course, replace raised pavement markers on new surfaces.

C. PHYSICAL DIMENSIONS/CHARACTERISTICS:

The four lane roadway is 4,740 feet long with a width of 41'.

D. DESIGN SERVICE CAPACITY:

The existing roadway dimensions will not be altered by this improvement project. All curbs, storm sewer facilities and pavement markings will be repaired or replaced in kind. Repairs to the storm sewers will substantially extend the life of the pavement structure.

3.3 REQUIRED SUPPORTING DOCUMENTATION

Attach Pages.

4.0 PROJECT FINANCIAL INFORMATION

4.1 PROJECT ESTIMATED COSTS (Round to Nearest Dollar):

a)	Project Engineering Costs:	
	1. Preliminary Engineering	$ 2,500.00
	2. Final Design	$ 43,970.00
	3. Construction Supervision	$ 19,950.00
b)	Acquisition Expenses	
	1. Land	$ .00
	2. Right-of-Way	$ .00
c)	Construction Costs	$ 603,845.00
d)	Equipment Costs	$ .00
e)	Other Direct Expenses	$ .00
f)	Contingencies	$ 60,385.00
g)	**TOTAL ESTIMATED COSTS**	$ 730,650.00

4.2 TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT

$ 730,650.00

4.3 TOTAL PORTION OF PROJECT NEW/EXPANSION

$ .00

4.4 PROJECT FINANCIAL RESOURCES (Round to Nearest Dollar and Percent)

		Dollars	%
a)	Local In-Kind Contributions	$	
b)	Local Public Revenues	$ 132,843.00	18
c)	Local Private Revenues	$	
d)	Other Public Revenues		
	1. State of Ohio	$	
	2. Federal Programs	$	
e)	OPWC Funds	$ 597,807.00	82
f)	**TOTAL FINANCIAL RESOURCES**	$ 730,650.00	100

4.5 STATUS OF FUNDS

Attach Documentation. See Attached Fund Report

4.6 PREPAID ITEMS

Attach Page.

5.0 APPLICANT CERTIFICATION

The Applicant Certifies That:

As the official representative of the Applicant, the undersigned certifies: that he/she is legally empowered to represent the applicant in both requesting and accepting financial assistance as provided under Chapter 164 of the Ohio Revised Code; that to the best of his/her knowledge and belief, all representations that are a part of this application are true and correct; that all official documents and commitments of the applicant that are a part of this application have been duly authorized by the governing body of the Applicant; and, should the requested financial assistance be provided, that in the execution of this project, the Applicant will comply with all assurances required by Ohio law, including those involving minority business utilization, equal employment opportunity, Buy Ohio, and prevailing wages.

Marc G. Bergman - Village Administrator
Certifying Representative (Type Name and Title)

Marc D Berg 10/31/89
Signature/Date Signed

Applicant shall circle the appropriate response to the statements.
In my project application, I have included the following:

(YES) NO	Two-year Maintenance of Local Effort Report as required in 164-1-12 of the Ohio Administrative Code.
(YES) NO	A registered professional engineer's estimate of useful life as required in 164-1-13 of the Ohio Administrative Code.
(YES) NO	A registered professional engineer's estimate of cost as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code.
(YES) NO	Two (2) copies of a 5-year Capital Improvements Report have been submitted to my District Integrating Committee as required in 164-1-31 of the Ohio Administrative Code.
(YES) NO	A "status of funds" report per section 4.5 of this application.
YES NO (N/A)	A copy of the cooperative agreement (for projects involving more than one subdivision).
YES NO (N/A)	Copies of all warrants for those items identified as "pre-paid" in section 4.6 of this application.

6.0 DISTRICT COMMITTEE CERTIFICATION

The District Integrating Committee for District Number 2 Certifies That:

As the official representative of the District Public Works Integrating Committee, the undersigned hereby certifies: that this application for financial assistance as provided under Chapter 164 of the Ohio Revised Code has been duly selected by the appropriate body of the District Public Works Integrating Committee; that the project's selection was based entirely on an objective, District-oriented set of project evaluation criteria and selection methodology that are fully reflective of and in conformance with Ohio Revised Code Sections 164.05, 164.06, and 164.14, and Chapter 164-1 of the Ohio Administrative Code; and that the amount of financial assistance hereby recommended has been prudently derived in consideration of all other financial resources available to the project. As evidence of the District's due consideration of required project evaluation criteria, the results of this project's ratings under such criteria are attached to this application.

Donald C. Schramm, Chairperson, Dist. 2 Integrating Committee
Certifying Representative (Type Name and Title)

Donald C. Schramm 12/27/89.
Signature/Date Signed

VILLAGE OF WOODLAWN, OHIO
PREVIOUS CAPITAL IMPROVEMENT BUDGET

DECEMBER, 1989
89012-12

YEAR	PROJECT NAME	FUNDING SOURCE					PROJECT TOTAL (THOUSANDS OF DOLLARS)
		OTHER	LOCAL	MRF	CD	ISSUE 2	
1988	1988 Resurfacing Program Roads included: Chatworth, GLendale, Warren, East Leslie, Brookhaven, McClean, Fire Lane, Grandview		X				286 286 YEAR TOTAL
1989	1989 Street Program (Resurfacing Project) Roads included: Riddle Road, Sheffield, Faxon, Jasmine, Glendale-Milford, Brookhaven, Springer		X				256 256 YEAR TOTAL

CDS ASSOCIATES, INC.
OPINION OF CONSTRUCTION COST *

PROJECT Springfield Pike Improvements

Village of Woodlawn PROJECT # 89012-12 DATE 10-13-89

1/1

Item No.	Spec. No.	ITEM ROAD SURFACE = 22,569 S.Y.	Estimated Quantity	Unit of Measure	UNIT COST Material	Labor	Total	Item Cost
	202	Concrete curb removed, including saw cutting and excavation	9480	L.F.			4.00	37,920.00
	254	Pavement Planing	22,570	S.Y.			2.50	56,425.00
	403	Asphalt Leveling Course (1" Average)	627	C.Y.			65.00	40.755.00
	404	Asphalt Wearing Course (1-1/2")	941	C.Y.			65.00	61,165.00
	407	Tack Coat (0.1 Gal./S.Y.)	2,250	GAL.			1.00	2,250.00
	452	8" Concrete Drive Aprons including removal of existing	17,000	S.F.			5.50	93,500.00
	603	12" Conduit, Type B, 706.02	100	L.F.			25.00	2,500.00
	604	Manholes adjusted to grade	50	EA.			250.00	12,500.00
	609	Type 6 Concrete Curb	9,480	L.F.			12.00	113,760.00
	614	Traffic Maintenance	1	L.S.				10,000.00
	621	Pavement Marking	1	L.S.				6,000.00
	SPL	Full width Pavement Fabric	22,550	S.Y.			1.50	33,825.00
	SPL	Raised Pavement Markers	238	EA.			45.00	10,710.00
	SPL	Full Depth Pavement Repair (Concrete Base)	1,129	S.Y.			65.00	73,385.00
	SPL	Crack Sealing, AC-20	275	GAL.			10.00	2,750.00
	SPL	Rebuild Catch Basins	22	EA.			1200.00	26,400.00
	SPL	Clean Conduits	5,000	L.F.			4.00	20,000.00
		CONTINGENCIES						**60,385.00**
		TOTAL						**$664,230.00**

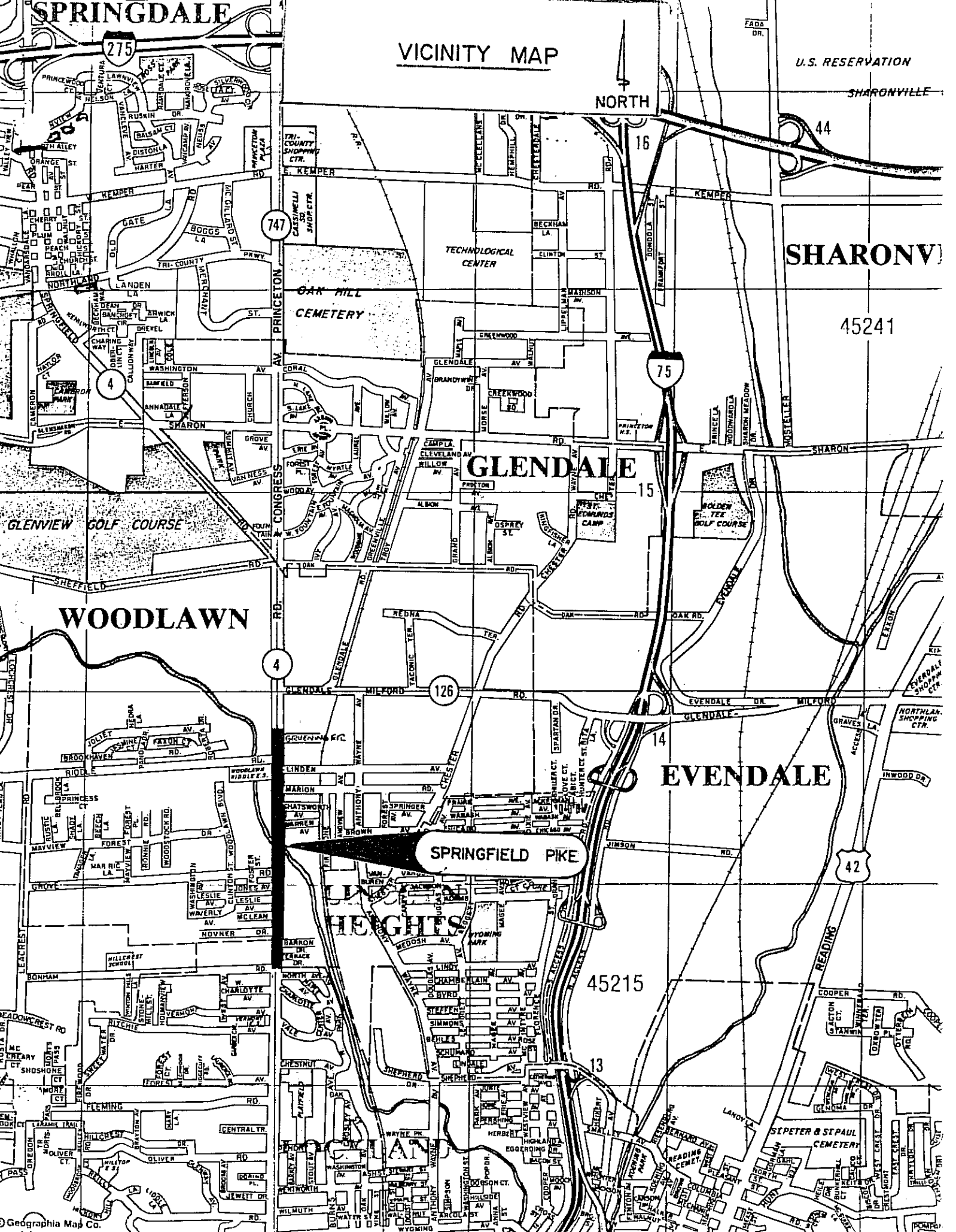
STATE OF OHIO JOHN L. EISENMANN 39681 REGISTERED PROFESSIONAL ENGINEER

* Opinion of Construction Cost is subject to adjustment upon detail plan completion and upon receipt of bids by Qualified Contractors.

Useful Life - Upon completion of the work, the useful life of the Springfield Pike (Route 4) Improvements in the Village of Woodlawn will be 10 years for pavement resurfacing and 20 years for curb replacement.

John L. Eisenmann

JOHN L. EISENMANN, P.E., P.S. / P.E. # 39681



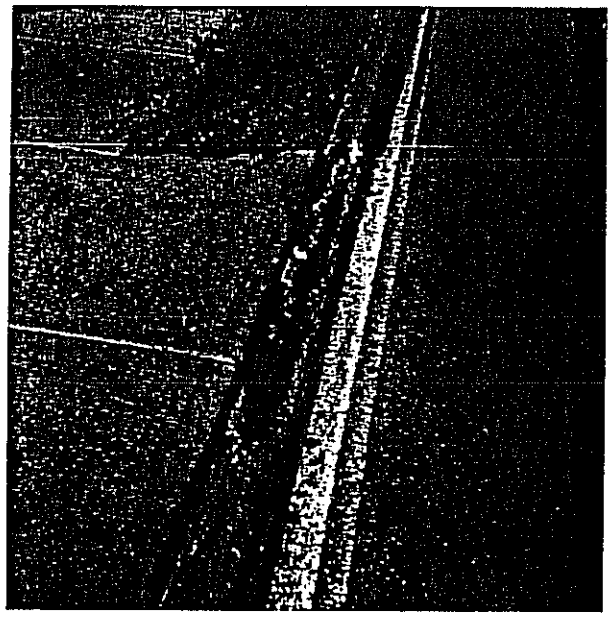


Photo A: Springfield Pike

Section of curb broken away.

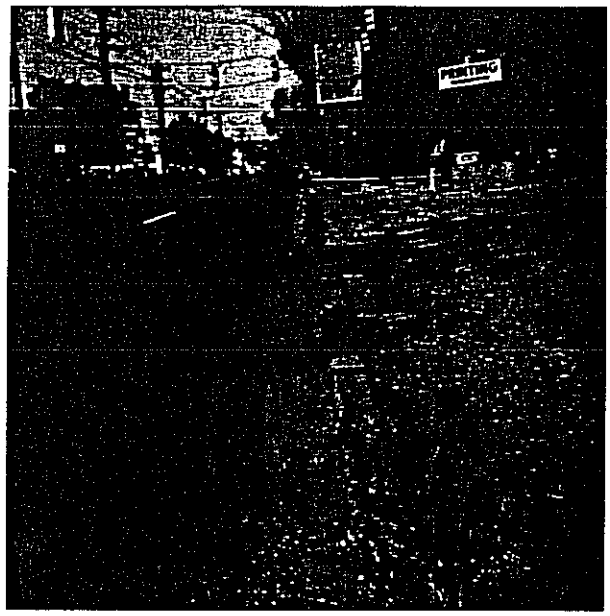


Photo B: Springfield Pike

Note condition of curbs and inlet.

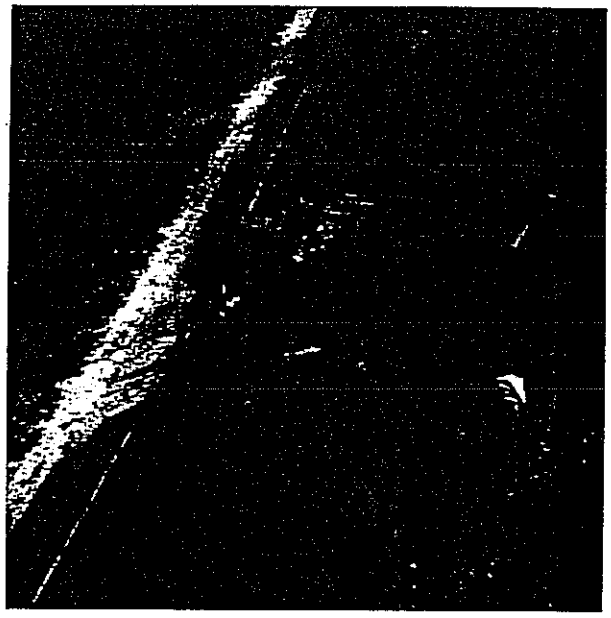


Photo C: Springfield Pike

Top missing on catch basin.

Photo D : Springfield Pike

Catch Basin completely full of silt.

Photo E: Springfield Pike

Catch basin with top collapsed.

APPLICATION YEAR: 1990

STATE OF OHIO

INFRASTRUCTURE BOND PROGRAM

DISTRICT 2, HAMILTON COUNTY

PROJECT APPLICATION

Jurisdiction/Agency: Village of Woodlawn Population (1980): 2715

Project Title : Springfield Pike (S.R. 4) Improvements (#1 Priority)

Project Identification and Location: Springfield Pike from south corporation line to Grueninger Way. Total project length is 4,740 L.F.

Type of Project: Rehabilitation X Replace _____ Betterment* _____

(Mark more than one box if there are expansion elements such as 2 lane bridge being replaced with a 4 lane bridge)

Explanation of Betterment Elements of Project*: N/A

Road X Bridge ___ Flood Control System (Stormwater) ___

Solid Waste Disposal Facilities ___ Waste Water Treatment Systems ___

Storm Water and Sanitary Collection Storage & Treatment Facilities ___

Water Supply Systems ___

Detailed Description of Project **: Rehabilitation of existing roadway including total curb replacement, rebuild storm sewer inlets, clean storm sewer pipes, full depth base repair, asphalt pavement planing, 1" asphalt leveling course, pavement fabric, 1-1/2" 404 asphalt surface course, replace raised pavement markers for 4,740' length of project (see attached typical section).

Type of Issue 2 Funds: District 2 X Small Government X

Water/Sewer Rotary ____ Emergency ____

* See definition of Betterment attached.
** Attach additional sheets if necessary

1. Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what percentage can be classified as being poor to very poor in condition, adequacy and/or serviceability.

Typical examples are:

Road percentage = $\frac{\text{Miles of road that are poor to very poor}}{\text{Total mileage of road within jurisdiction}}$

Storm percentage = $\frac{\text{Length of storm sewers that are poor to very poor}}{\text{Total length of storm sewer within jurisdiction}}$

Bridge percentage = $\frac{\text{Number of bridges that are poor to very poor}}{\text{Number of bridge within jurisdiction}}$

Road Percentage = 38%

2. What is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.

Closed	_____	Fair to Poor	X
Extremely Poor	_____	Fair	_____
Poor	_____	Good	_____

Give a brief description of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge), surface type and width, grades, curves, sight distances, drainage structures, sanitary sewers, and water mains. List the age of the infrastructure to be repaired or replaced using one of the following categories: less than 20 years, 20-29 years, 30-39 years, 40-49 years, 50 years or older

Age of the roadway is greater than 50 years. It is estimated that the roadway has not been resurfaced for at least 10 years. Tops of catch basins are collapsed, broken or missing; inlets and associated conduits are completely full of silt and are inoperable. Curbs are deteriorated with tops broken off and reinforcing steel exposed in some areas. Curb height is inadequate and asphalt road surface is cracking and deteriorating. If drainage problems are not addressed roadway will deteriorate rapidly.

3. If State Issue 2 funds are awarded, how soon (in weeks or months) after completion of the agreement with OPWC would the opening of bids occur?

Please indicate the current status of the project development by circling the appropriate answers below.

a) Has the Consultant been selected? . . . . . (Yes) No N/A

b) Preliminary development or engineering completed? (Yes) No N/A

c) Detailed construction plans completed?. . . . . Yes (No) N/A

d) All right-of-way acquired?. . . . . Yes No (N/A)

e) Utility coordination completed? . . . . . Yes No (N/A)

Give estimate of time, in weeks or months, to complete any item above not yet completed. Detailed construction plans will take approximately 90 days to complete.

4. How will the proposed infrastructure activity impact the general health, welfare, and safety of the service area.

Where applicable, comment on the following:

a.) Overall safety, including accident reduction (Accident records should be attached, if available). Drainage in curb lanes would be improved reducing standing water and ice formation and increasing traction.

b) Emergency vehicle response time (fire, police & medical) N/A

c) Other factors (i.e., fire protection, health hazards, etc.) Pedestrian access will be improved by the installation of curb ramps, exposed rebar in curbs will be repaired eliminating a trip hazard.

d) Additional User Costs - The additional distance and time for the users to travel a detour or an alternative route N/A

e) When project is complete, how will it impact adjacent business? Surface defects on curbs and adjacent driveways will be repaired, improving business access.

5. Are matching funds available? (i.e. Federal, State, MRF, Local, etc.)

To what extent of anticipated construction cost? No other funding available.

List the type and amount of funds being supplied by the local agency. This amount may be from local, Federal, State, Municipal Road Fund (MRF), or other sources. Explain additional funding through other sources being applied for or received for the project. Also, explain any need to accumulate funds for construction at a later date. Complete LOCAL FUNDING SOURCES on Page 6.

The local agency shall supply a minimum of 10% of the anticipated construction cost. Additionally, the local agency shall pay for all costs of engineering, inspection of construction, right-of-way, and betterment portion of the project. Complete ESTIMATED COST OF PROJECT. on Page 6.

6. Has any formal action by a federal, state or local government agency resulted in a partial ban or complete ban of the use of expansion of use for the involved infrastructure?

Are there any roads or streets within the proposed project limits that have weight limits (partial ban) or truck restrictions (complete ban)? Have any bridges had weight limits imposed on them (partial ban) or truck prohibitions (complete ban)? Have the issuance of new Building permits been limited (partial ban) or halted (complete ban) because the existing storm/sanitary sewer or water supply system in a particular area is inadequate? Document with specific information explaining what type of ban currently exists and the agency that imposed the ban. No current restrictions.

7. What is the total number of existing users that will benefit as a result of the proposed project? Use appropriate criteria such as households, traffic counts, ridership figures for public transit, daily users, etc., and equate to an equal measurement of users.

For roads and bridges, multiply current documented Average Daily Traffic by 1.2 occupants per car (I.T.E. estimated conversion factor) to determine users per day. Ridership figures for public transit must be documented. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by four (4) to determine the approximate number of users per day. 25,920 users per day, based on 1982 OKI traffic count.

8. The applicant has conducted a study of its existing capital improvements and their condition. A five year overall Capital Improvement Plan (that shall be updated annually) is attached or on file with the District 1 Integrating Committee for the current year or shall be submitted by March 31 of the program year. The Plan shall include the following:

   a) An inventory of existing capital improvements, including their condition.

   b) A plan that details capital improvements needs during the next five years and,

   c) A list of the political subdivision's priorities in addressing these needs.

   The attached Form 1 shall be completed for those projects which are being submitted for Issue 2 funds.

9. Is the infrastructure to be improved part of a facility that has regional significance? (Number of jurisdictions served, size of service area, trip lengths or lengths of route, functional classifications) S.R. 4 is a regional arterial connecting Cincinnati with points north, intersecting Interstate Route 275.

10. ESTIMATED COST OF PROJECT

ACTIVITY	ISSUE 2 FUNDS	LOCAL FUNDS
Planning, Design, Engineering	(100% Local)	$ 46,470.00
Right-Of-Way/Real Property	(100% Local)	$ .00
Inspection of Construction	(100% Local)	$ 19,950.00
Construction and Contingencies	$ 597,807.00	$ 66,423.00
Betterment Portion	(100% Local)	$
SUBTOTAL	$ 597,807.00	$ 132,843.00 **

Grand Total (Issue 2 Funds Plus Local Funds) . . . . . $ 730,650.00

LOCAL FUNDING SOURCES

Municipal Road Fund (MRF)	$ .00
State Fuel & License Funds	$ .00
Local Road Taxes	$ .00
Local Bond or Operating Funds	$ 132,843.00
Misc. Funds (Specify) _____	$ .00
TOTAL LOCAL FUNDS	$ 132,843.00**

** These numbers must be identical

CAPITAL IMPROVEMENT PLAN

LOCAL ABILITY TO PAY

A. Previous Capital Budget for Infrastructure Projects*

Budget is based on (expenditures) or appropriations?* (Circle One)

Funding (in thousands of dollars)	% of TOTAL expenditures/ appropriations	% of TOTAL Capital budget USED FOR INFRASTRUCTURE REPAIR/REPLACEMENT
1986 $ 193	7.5 %	77.2 %
1987 $ 205	6.4 %	82.0 %
1988 $ 286	9.0 %	80.0 %
1989 $ 256	9.0 %	78.0 %

B. Projected Capital Budget for Infrastructure Projects*

Budget is based on expenditures or (appropriations)?* (Circle One)

Funding (in thousands of dollars)	% of TOTAL expenditures/ appropriations	% of TOTAL Capital budget USED FOR INFRASTRUCTURE REPAIR/REPLACEMENT
1990 $ 298	8 %	80 %
1991 $ 310	8 %	80 %
1992 $ 323	8 %	80 %

* Use only funds expended or appropriated for construction CONTRACTS.

Briefly explain any significant Reduction (10% or more) in projected expenditures or appropriations for 1989-92 as compared to actual expenditures or appropriations for previous years. (It is the intent of Issue 2 to SUPPLEMENT local capital funds, not REPLACE them.) No Reduction

Does the jurisdiction utilize any of the following methods for funding sources (Circle answer)

Local income tax	(Yes)	No
Permissive license plate fee	(Yes)	No
Bridge and road levies	Yes	(No)
Tax increment financing and/or capital improvement bond issues	Yes	(No)
Direct user fees	Yes	(No)
Permit fees and fines.	(Yes)	No

13. AUTHORIZATION

The applicant hereby affirms that local funds will be provided if thi project is selected.

Note: Attach with application any photographs, reports, plans or other available data on the project.

Village of Woodlawn

Signature

10141 Woodlawn Boulevard

Marc G. Bergman
Name

Cincinnati, Ohio 45215
Address

Village Administrator
Position

(513) 771-6130
Phone (Work)

Village of Woodlawn
Local Jurisdiction/Agency

APPLYING JURISDICTION/AGENCIES:

NOTE THAT THIS FORM IS BEING OFFERED FOR INFORMATION PURPOSES ONLY. IT WILL BE FILLED OUT BY THE SUPPORT STAFF, BASED ON INFORMATION SUPPLIED ON APPLICATION FORMS.

OHIO'S INFRASTRUCTURE BOND PROGRAM (ISSUE #2)

DISTRICT 2 - HAMILTON COUNTY

1990 PROJECT SELECTION CRITERIA

JURISDICTION/AGENCY: VILLAGE OF WOODLAWN

PROJECT IDENTIFICATION:

WOO 9001-2A

SPRINGFIELD PIKE IMPROVEMENTS

PROPOSED FUNDING:

$597,807	ISSUE II	82%
132,843	LOCAL FUNDS	18%

ELIGIBLE CATEGORY:

ROADWAY REHAB

POINTS

10 1. Type of Project

10 points - Bridge, road, storm water.
3 points - All other type projects.

5 2. If Issue 2 Funds are awarded, how soon after the agreement with OPWC is completed would bids occur?

10 points - Will be let in 1990
5 points - Likely to be let in 1990
0 points - Not likely to be let in 1990

4 3. What is the condition and/or serviceability of the infrastructure to be replaced or repaired. For bridges, base condition on latest general appraisal and condition rating.

10 points - Closed
8 points - Extremely Poor
6 points - Poor
4 points - Fair to Poor
2 points - Fair
0 points - Good

6 4. Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what portion can be classified as being in poor to very poor in condition, and/or inadequate in service.

10 points - 50% and over
8 points - 40% and over
6 points - 30% and over
4 points - 20% and over
2 points - 10% and over

4 5. How important is the project to the health, welfare and safety of the public and the citizens of the district and/or the service area?

10 points - Significant importance
8 points -
6 points - Moderate importance
4 points -
2 points - Minimal importance

2 6. What is the overall economic health of the jurisdiction?

10 ~~20~~ points - Poor
8 ~~16~~ points -
6 ~~12~~ points - Fair
4 ~~8~~ points -
2 ~~4~~ points - Excellent

2 7. Are matching funds for this project available? (i.e., Federal, State, MRF, Local, etc.). To what extent of estimated construction cost?

10 points - More than 50%
8 points - 40-50% and over
6 points - 30-~~4~~9% and over
4 points - 20-29% and over
2 points - 10-19% and over

0 8. Has any formal action by a Federal, State or local governmental agency resulted in a partial or complete ban of the use or expansion of use for the involved infrastructure? This includes reduced weight limits on bridges.

10 points - Complete ban
5 points - Partial ban
0 points - No action

5 9. What is the total number of existing users that will benefit as a result of the proposed project. Use appropriate criteria such as households, traffic count, public transit, daily users, etc. and equate to an equal measurement of persons.

5 points - Over 10,000
4 points - Over 7,500 to 9,999
3 points - Over 5,000 to 7,499
2 points - Over 2,500 to 4,999
1 points - Under 2,449

5 10. Does the infrastructure have regional impact? (May consider size of service area, trip length or total length of route, number of jurisdictions, functional classification, etc.)

5 points - Major impact
4 points -
3 points - Moderate impact
2 points -
1 points - Minimal impact

43 **TOTAL POINTS**

Douglas L. Hillquist
M.D. Patel
Reviewer Names

11/20/89
11-20-89
Date